

No. 430.

IN THE
UNITED STATES CIRCUIT COURT OF APPEALS
FOR THE NINTH CIRCUIT.

JOEL P. GEER,

Appellant,

vs.

GASTON JACOBI AND CHARLES RUFF,

ET AL.,

Appellees.

SUPPLEMENTAL TRANSCRIPT.

Appeal from United States District Court,
District of Washington.

FILED

MAY 1 2 1898

INDEX.

ffi	page
Claimants' Exhibit "I"	3
Exhibit "A"	9
Libelants' Exhibit "Y"	4
Libelants' Exhibit "X"	4
Libelants' Exhibit "V"	5
Libelants' Exhibit "B"	10
Libelants' Exhibit "C"	10
Libelants' Exhibit "D"	12
Libelants' Exhibit "E"	13
Libelants' Exhibit "F"	13
Libelants' Exhibit "G"	14
Libelants' Exhibit "H"	17
Libelants' Exhibit "I"	18
Libelants' Exhibit "J"	18
Libelants' Exhibit "K"	2
Libelants' Exhibit "L"	2
Libelants Exhibit "O"	6
Libelants' Exhibit "P"	7
Libelants' Exhibit "Q"	7
Libelants' Exhibit "R"	8
Libelants' Exhibit "S"	8
Waiver	1

*United States Circuit Court of Appeals for the Ninth
Circuit.*

JOEL P. GEER,

Appellant,

v.

GASTON JACOBI et al.,

Appellees.

Waiver.

Appellant Joel P. Geer waives all error assigned upon his appeal touching or concerning the condition of the weather and sea at the time the steamboat "Eugene" returned to Alert Bay, to which the testimony of the witnesses for claimants Stearns, Toutfest, Toutfest and McFarland related.

WILLIAMS, WOOD & LINTHICUM,

Of Proctors for Appellant.

[Endorsed]: Filed Feb. 25, 1898. Frank D. Monekton.
Clerk. By Meredith Sawyer, Deputy Clerk.

Libelants' Exhibit "K."**No. 6.**

Portland and Alaska Trading
 and Transportation Co.

**GOOD FOR ONE
 P A S S A G E**

FROM**ST. MICHAELS, ALASKA,****TO****DAWSON CITY, N. W. T.,****VIA S. S. EUGENE***Name* **GUSTAV JACOBI****E. B. McFARLAND,***General Manager.*

[Endorsed]: R. E. Mercy, S. W. Baker, G. Jacobi; 3 in party; 4155 lbs., 144 ft.

Filed Nov. 12, '97, A. C. Bowman, U. S. Comr.

Filed Nov. 29, 1897, in the U. S. District Court. R. M. Hopkins, Clerk. By A. N. Moore, Dep.

Libelants' Exhibit "L."

Sept. 3rd, '97.

Received from G. Jacobi, ticket No. 74, good for one passage from Victoria to St. Michaels.

J. H. JOHNSON,

Purser, S. S. "Bristol."

[Endorsed]: No. 1128. Jacobi vs. S. S. "Eugene."

Filed Nov. 12, '97. A. C. Bowman, U. S. Comr.

Filed Nov. 29, 1897, in the U. S. District Court. R. M. Hopkins, Clerk. By A. N. Moore, Deputy.

Claimants' Exhibit "I."

No. 79.

STEAMSHIP

.....
P. & A. T. & T. CO.

GOOD FOR ONE

.....
PASSAGE

From **VICTORIA, B. C.**

To **S. MICHAELS**

Per SS. **BRISTOL**

Intended to sail on or about

Aug. 30, 1897.

Subject to the following Contract:

That if accommodation superior to that covered by this ticket is desired, the additional charge, if any, must be paid by the holder hereof to the Agent of the S. S. Bristol.

That this ticket is not transferable and if presented by any other than the ORIGINAL purchaser, whose signature appears below, it will be void.

That this ticket is issued subject to conditions under which steamship tickets are sold.

Good for $\frac{3}{4}$ ton Measurement Free Baggage.

I agree to the conditions stipulated hereon

T. V. LYONS

.....
Signature.

J. H. GREER,

.....
Witness.

Per pro F. C. DAVIDGE & CO.,

.....
Agents,

[Endorsed]: Lyons, Crabb. 2. 1935 lbs. 61 ft. E.

Filed Nov. 12, 1897. A. C. Bowman, U. S. Comr.

Filed Nov. 29, 1897, in the U. S. District Court. R. M.

Hopkins, Clerk. By A. N. Moore, Deputy.

Joel P. Geer vs.

Libelants' Exhibit "Y."

No. 100

Portland and Alaska Trading
... and Transportation Co.

GOOD FOR ONE
.... P A S S A G E

FROM

ST. MICHAELS, ALASKA,

TO

DAWSON CITY, N. W. T.,

VIA S. S. EUCENE

Name

E. B. McFARLAND

General Manager

[Endorsed]: No. 1128. Jacobi vs. Str. "Eugene."
Filed Nov. 15, '97. A. C. Bowman, U. S. Comr.
Filed Nov. 29, 1897, in the U. S. District Court. R. M.
Hopkins, Clerk. A. N. Moore, Deputy.

Libelants' Exhibit "X."

Order No. **95** SEATTLE, WASH., AUG, 1897

To F. C. DAVIDGE & CO., Managers S. S. Bristol, Victoria, B. C..

This order when presented by Mr.
entitles him to berth accommodations and meals; and transportation for
three quarters of a ton (measurement) of freight and baggage, Victoria
B. C., to St. Michaels.

.....Agent.

[Endorsed]: No. 1128. Jacobi vs. Str. "Eugene."
Filed Nov. 15, '97. A. C. Bowman, U. S. Comr.
Filed Nov. 29, 1897, in the U. S. District Court. R. M.
Hopkins, Clerk. A. N. Moore, Deputy.

Libelants' Exhibit "V."

F. C. DAVIDGE & CO.,
SHIPPING AGENTS, COMMISSION MERCHANTS
AND IMPORTERS OF
JAPANESE PRODUCE AND MANUFACTURES.

Telegraphic
Address:
DAVIDGE.

CODES:
A. B. C. 4TH ED.
AGER'S,
A. I.

—
GENERAL AGENTS
OREGON-ASIATIC S. S. LINE
(HONOLULU, JAPAN AND CHINA.)
OREGON-AUSTRALIAN S. S. LINE
(SYDNEY DIRECT)

—
VICTORIA, B. C., Board of Trade Building
PORTLAND, OR., Worcester Block

Portland, Oregon, 17th August, 1897

G. W. Gould, Esq.,
Seattle, Wash.

Dear Sir:—

In case you do not fully understand instructions, we beg to advise that we have already sold twenty tickets for St. Michaels and expect at least twenty more, and will draw an order on you for ticket Seattle to Comox, meeting point of "Bristol". We will endeavor to get these passengers together, but a number wish to purchase their outfits at Seattle, and will be going up from day to day with orders for tickets. You understand that arrangements with the Portland & Alaska Trading Co. are as follows— We are to receive \$300. for each tickets sold until we are fully paid as per contract, and we are to pay the freight charges and half the passenger fare from Seattle to Comox. We trust you will keep us fully advised as to the number of tickets sold, and the amount of money, as we have to advise the Bank regularly. We

have reserved fifty tickets for Portland, the balance for the Sound points, as per arrangements with Mr. Johnson.

Wishing you success,

We are, Dear Sir,

Yours faithfully,

F. C. DAVIDGE & CO.

P. S. Tickets from St. Michaels to Dawson City do not include meals, only bed and 1500 lbs. baggage free. We understand Mr. McGuire is with you and will fully advise as to river arrangements.

F. C. D. & CO.

[Endorsed]: No. 1128. In U. S. Dist. Court. Jacobi v. Str. "Eugene." Filed Nov. 12, '97. A. C. Bowman, U. S. Comr.

Filed Nov. 29, 1897, in the U. S. District Court. R. M. Hopkins, Clerk. By A. N. Moore, Deputy.

Libelants' Exhibit "O."

38 Vr. Fa. 11:10 paid. Received at Seattle, Wash.
Victoria, B. C., Aug. 30th. First Ave. Foot of Cherry St.
Mr. Gould,

Davidge's & Co's Agent,

Seattle, Wn.

Telegraph immediately net amount booked since last statement given me.

E. B. McFarland.

11.10 A. M.

[Endorsed]: No. 1128. Jacobi v. Str. "Eugene." Filed Nov. 12, '97. A. C. Bowman, U. S. Comr.

Filed Nov. 29, 1897, in the U. S. District Court. R. M. Hopkins, Clerk. By A. N. Moore, Deputy.

Libelants' Exhibit "P."

Po. 47. A. S. 12 Paid. Received at Seattle, Wash.
Portland, Ore., Aug. 21st, '97. First Ave. Foot of Cherry St.
W. W. McGuire,
Seattle, Wn.,

Accept Canned Syrup rate TEN cents per pound. Banked
SEVENTY FIVE HUNDRED.

E. B. McFarland.

3:45 p. m

[Endorsed]: No. 1128. Jacobi vs. Str. "Eugene." Filed
Nov. 12, '97. A. C. Bowman, U. S. Comr.

Filed Nov. 29, 1897, in the U. S. District Court. R. M.
Hopkins, Clerk. By A. N. Moore, Deputy.


Libelants' Exhibit "Q."

Po. 20. E. S. 6 Paid. Received at Seattle, Wash.
Portland, Ore., Aug. 23rd, '97.
W. W. McGuire,
Seattle, Wn.,

Have outfits been re-shipped to VICTORIA.

E. B. McFarland.

1:45 p. m.

 The sender of this message requests a PROMPT
REPLY. Postal Telegraph Co.

[Endorsed]: No. 1128. Jacobi vs. Str. "Eugene." Filed
Nov. 12, '97. A. C. Bowman, U. S. Comr.

Filed Nov. 29, 1897, in the U. S. District Court. R. M.
Hopkins, Clerk. By A. N. Moore, Deputy.

Libelants' Exhibit "R."

28 Vr. Q. Y. 35 Paid. Received at Seattle, Wash.
 Victoria, B. C., Aug. 19th, '97 First Ave. Foot of Cherry St.
 W. W. McGuire,

Hotel Butler, Seattle, Wn

Tickets coming in marked fifteen hundred pounds baggage instead of measurement basis. Do you provide meals free on the EUGENE. If not what is cost of meals and may passengers take their own if preferred.

F. C. Davidge & Co.

11.35 A.

[Endorsed]: No. 1128. Jacobi vs. Str. "Eugene." Filed Nov. 12, '97. A. C. Bowman, U. S. Comr.

Filed Nov. 29, 1897, in the U. S. District Court. R. M. Hopkins, Clerk. By A. N. Moore, Deputy.

Libelants' Exhibit "S."

Po. 7. E. S. 8 Paid. Received at Seattle, Wash.
 Portland, Ore., Aug. 23rd, '97. First Ave. Foot of Cherry St.
 H. P. McGuire,

Seattle, Wn.,

Cap't. Lewis reports from Port-Angeles Eugene arrived safely.

E. B. McFarland.

10.18 a.

[Endorsed]: No. 1128. In the U. S. Dist. Court. Jacobi vs. Str. "Eugene." Filed Nov. 12, '97. A. C. Bowman, U. S. Comr.

Filed Nov. 29, 1897, in the U. S. District Court. R. M. Hopkins, Clerk. By A. N. Moore, Deputy.

Exhibit "A."

To Dawson City this Year!

**The S. S. BRISTOL to St. Michaels
& Steamer EUGENE St. Michaels
to Dawson City Direct.**

MONDAY, AUGUST 23.

THREE-FOURTH OF A TON OF FREIGHT AND BAGGAGE FREE
WITH PASSAGE.

Fare, Seattle to Dawson City, \$300

C. W. GOULD, AGT., 619 FIRST AV., SEATTLE.

[Endorsed]: No. 1128. Jacobi vs. St. "Eugene." Filed
Nov. 12, '97. A. C. Bowman, U. S. Comr.

Filed Nov. 29, 1897, in the U. S. District Court. R. M.
Hopkins, Clerk. By A. N. Moore, Deputy.

Libelants' Exhibit "B."

[P. I. Aug. 17.]

EUGENE FOR DAWSON CITY.

The Bristol Will Take the Eugene to St. Michaels.

The Bristol left Comox yesterday morning after taking on a cargo of coal. She will leave Seattle August 23 for St. Michaels, having in tow the Eugene. Arriving at the mouth of the Yukon passengers and freight will be transferred to the Eugene, which will at once hasten up the river, and, being a fast boat, is expected to reach Dawson City by September 15. She will remain there all winter and will be utilized as a hotel. The Yukon does not begin to freeze until October 1, and then only at the mouth, so that there will be ample time for passengers to prepare for the winter before the ice forms in the upper waters.

The passengers will travel on the Bristol to St. Michaels. She has room for 1,000 passengers, but will only carry about 350, that being the capacity of the river boat. She ought to reach St. Michaels September 3. She has been thoroughly overhauled and is one of the finest boats to leave this port. The entire trip will be under the direction of Capt. Lewis, who is familiar with the northern waters and Yukon river, having been in the service for fifteen years.

Passengers are being booked at Portland, Seattle and Victoria, and Davidge & Co., who conduct the service, have opened an office at 619 First avenue. The fare is \$300 for the entire trip and each passenger is allowed to carry 1,500 pounds of baggage free.

Filed Nov. 12, '97. A. C. Bowman, U. S. Com.

[Endorsed]: Filed Nov. 29, 1897, in the U. S. District Court. R. M. Hopkins, Clerk. A. N. Moore, Deputy.

Libelants' Exhibit "C."

[P. I. Aug. 18.]

SALES FOR THE BRISTOL.

The Portland-Alaskan Transportation & Trading Company Begins Business in Seattle.

The Portland-Alaskan Transportation & Trading Company opened its Seattle place of business in the offices of the Southern Pacific Railroad on Pioneer place, 619 First avenue, yesterday morning, and at once commenced the sale of tickets at the rate of \$300 to Dawson City, to include three-quarters of a ton of baggage free to each passenger. Secretary W. W. McGuire, who remains in Seattle to represent the company, stated last evening to a representative of the Post-Intelligencer that the sale of tickets exceeded his most sanguine expectations, the excitement attending the affairs of the Humboldt seeming to accentuate rather than diminish the anxiety of people to secure transportation facilities to St. Michaels and the upper Yukon. Mr. McGuire thinks that his company has a strong argument in its favor in its intention to limit its passenger list on the Bristol to the carrying capacity of the Eugene, which is to be towed north by the ocean-going steamship. The Bristol has ample capacity for several hundred more passengers than she will take, but the intention is to hold down to 300, or possibly less, as the Eugene cannot accommodate more than that number comfortably, and carry the liberal allotment of freight and supplies given to each. There will be no crowding and there will be ample breathing space, as the Portland-Alaskan Transportation and Trading Company does not intend to open any stores, nor will it carry any freight of its own beyond temporary supplies for the voyage. Another thing which will appeal par-

ticularly to those scanning their chances for reaching the gold fields for the coming winter will be that the Eugene will be ready to transfer the freight and passengers at the mouth of the Yukon and proceed at once up the river. Regarding the preparations of the Eugene for sea, the Oregonian of yesterday morning said:

"The Eugene was yesterday moored close to the western end of the Morrison-street bridge, preparatory to receiving a few finishing touches of the work of placing her in readiness for the voyage to St. Michaels. She was the object of interest to a considerable crowd that hung over the bridge rail all day talking Klondike and commenting on the Eugene's appearance. The steamer has clearly been remodeled less with an eye to beauty than to seaworthiness. A powerful bulwark has been put up on either bow, and her sides have been retimbered so they extend to the roof of the cabin nearly its entire length. Powerful fore and aft braces have been put in place, the steering wheel has been taken down from the pilot house and set up on the deck below, and the propelling wheel has been greatly strengthened. Altogether, the Eugene, if her sides were of iron plates instead of boards, would remind one strongly of one of those old Mississippi river steamers cut down and armored into gunboats of 1864-65."

There is no doubt that the limited freight space and passenger list that the company allows to the Bristol will be all taken, and the proposition of the Eugene being allowed to freeze up in the river and be used as a hotel is attractive as an assurance of an abiding place during the winter for such as will remain in Dawson City, and who are unable to arrange for other accommodations. Mr. McGuire, besides being more than pleased at the outlook for his company, says that

every effort will be made to check in and take care of the passengers' baggage. He says that the Eugene will be the first boat that will be ready to come down the river in the spring, as she will be at Dawson City when the ice breaks up. A number of the railroad officers of both Seattle and Portland are in receipt of telegraphic and mail inquiries concerning the Bristol, her accommodations and sailing date. People have made up their minds that the only way to get into the Klondike this year is by the St. Michaels and the river route, and from this fact the Portland-Alaskan Transportation & Trading Company expects to profit on its initial trip. The crowds seeking a means of getting up the river are still coming to Seattle daily, and the company is using every legitimate means to let the public know of its intentions.

Mr. McGuire says that he has been impressed with the character of the men who have inquired about the Bristol's sailing and who have purchased transportation on her. A large percentage of them are college men and professional men, and they are as well equipped physically as the majority of the travelers northward who have had fewer advantages. The fact of these men being of a high grade, intellectually, will result in the placing of information concerning Alaska before the public in its proper light. This will be a distinct advantage to the country and to those doing business with the north. The purchase of the government survey steamer Hassler by the McGuire brothers means her employment in the Seattle-St. Michaels' trade. She is thoroughly seaworthy, but will undergo an overhauling.

Filed Nov. 12, '97. A. C. Bowman,
U. S. Comr.

[Endorsed]: Filed Nov. 29, 1897
In the U. S. District Court. R. M. Hopkins, Clerk. A. N. Moore, Deputy.

Libelants' Exhibit "D."

[P. I. Aug. 19.]

FOR DAWSON CITY DIRECT.

The Bristol Preparing to Make a
Record-Breaking Trip Into
the Yukon.

Since the Humboldt has departed the last opportunity for any person to reach the Klondike mines this season by way of St. Michaels and the river steamers, is afforded by the Bristol, which leaves Victoria August 24th. The Bristol will have in tow the stern wheel steamer Eugene, which left the Columbia river Tuesday, en route for Victoria. The Bristol does not propose to be sparing of her fuel, and will make an effort to beat the record between Victoria and St. Michaels, even taking into consideration the fact of her tow.

While the Bristol has accommodations for nearly 600, her passenger list for this voyage will be limited to 250, that being the total number that can be accommodated by the Eugene on the trip up the river; and the comparatively limited accommodations of the latter vessel necessarily determines the number of tickets to be sold, as all passage is to Dawson City, and not alone to St. Michaels.

The Portland-Alaska Transportation and Trading Company, charterers of the Bristol, opened their Seattle offices on Tuesday, at 619 First avenue, in the same office already occupied by the Southern Pacific Railway Company. C. W. Gould was yesterday installed as resident agent. There will be no apparent difficulty in filling out the full quota of passengers, for already telegrams are pouring in from all parts of the United States asking that passage be reserved on her for parties of from two to six or larger. Reservations have already been made for several ladies, who propose to get

into Dawson City before the winter sets in.

Each passenger by this route is allowed three-quarters of a ton of personal outfit, and in view of the experiences of some other vessels, the company has decided to refuse to handle any freight for outside parties until it is definitely determined precisely how much freight the passengers propose to take.

The Bristol left Victoria for Dyea and Skaguay on Sunday last. She is probably at one or the other of those ports at present, discharging her cargo, but she will certainly return in time to take her departure for St. Michaels at the time set, August 24th.

It is expected that the voyage from Victoria to the mouth of the Yukon will be made in ten to twelve days, and from thence up the river in ten days. This is calculated from the basis that the Eugene, which has run on the Columbia and Willamette rivers at a speed of 12 miles per hour can make the same time on the Yukon, not reckoning the distance at 1,900 miles from the mouth to Dawson City, and averaging 8 miles an hour for the steambot this would bring the Eugene into Dawson City in less than ten days. Adding the time of reaching the mouth of the Yukon by the Bristol makes twenty-two days. Leaving August 24 from Victoria the passengers and freight will reach Dawson City on September 15.

This is fully two weeks before the time when the river has been known to close with ice, even in unfavorable seasons. The usual time for the closing of the river to navigation is after October 5. Last year, for example, Mr. Ogilvie, the Canadian surveyor in charge of the international boundary survey, did not make his preparations for leaving the country until late in September. The river has been known

to remain open until October 15, and even later.

Secretary W. W. McGuire and Resident Agent Gould, of the company, were about the busiest men in Seattle yesterday, attending to the wants of passengers and looking after new arrivals who are booked for passage on the Bristol. A party of five arrived over the Northern Pacific while others came from Portland and California, and the books of the company even showed arrivals from the orange groves of Florida. A crowd from Chicago reached Seattle last evening, bound for Dawson City by way of St. Michaels. Mr. F. C. Davidge wired late last evening from Victoria that the steamer Bristol would be back on time. Mr. McGuire also received a dispatch last evening that thirty had been booked at Portland yesterday.

Filed Nov. 2, '97. A. C. Bowman, U. S. Comr.

[Endorsed]: Filed Nov. 29, 1897. In the U. S. District Court. R. M. Hopkins, Clerk. A. N. Moore, Deputy.

Libelants' Exhibit "E."

[P. I. Aug. 15.]

FOR DAWSON CITY.

Passengers Will Take the Bristol for St. Michaels.

The Portland Oregonian of Saturday says: "The steamer Eugene, under management of the Portland and Alaska Trading and Transportation Company, will leave Portland Tuesday night for Puget Sound. The Eugene will make the outside trip to the Sound in tow of one of the O. R. & N. tugs. The passengers engaging transportation to the Yukon river will leave Portland in time to connect with the steamer Bristol at Seattle, on which they will embark for St. Michaels, which will be reached by September 2, with the steamer Eugene in convoy. Reaching the mouth of the

Yukon, no time will be lost in transferring the passengers from the Bristol to the steamer Eugene, and the start for Dawson City will be begun. The Eugene being of light draught, and with nothing in tow, the trip to Dawson City will be made in ten days or less, landing all the passengers in the heart of the new gold fields in ample time to prepare winter quarters preparatory to commencing active work in the hunt for gold.

Filed Nov. 12, '97. A. C. Bowman, U. S. Comr.

[Endorsed]: Filed Nov. 29, 1897. In the U. S. District Court. R. M. Hopkins, Clerk. A. N. Moore, Deputy.

Libelants' Exhibit "F."

[P. I. Aug. 13.]

EUGENE FOR DAWSON CITY.

Will Take the Bristol's Passengers Up the Yukon River.

PORTLAND, Or., Aug. 12.—Owing to a change of plan, the stern-wheel steamer Eugene will leave this city August 20 for the Alaskan gold fields. The vessel will be towed from Astoria to Victoria, where she will be taken in charge by the steamer Bristol, which is scheduled to sail August 22. Arriving at St. Michaels, the Bristol's passengers and freight will be transferred to the Eugene, which will carry them up the Yukon to Dawson City, which place will be reached about September 11.

[P. I. Aug. 20.]

TO MAKE A FAST VOYAGE.

The Steamship Bristol's Trip to the Mouth of the Yukon River.

Now that the Humboldt is fairly on her way to St. Michaels, the general drift of conversation on the streets and in the stores about the city has turned to the coming trip of the large, staunch, and speedy steamship Bris-

tol, which is billed to sail on the 23d of August. Although the number of passengers is to be limited to 250, the event of her passengers leaving Seattle will be the cause of as large a crowd turning out to see them off as any boat that has yet left for the north.

It is expected of the Bristol that she will break the record by landing her passengers in Dawson City in shorter time than any boat that has yet left for that place. Those taking passage on this steamer expect to reach their destination by September 17, making the remarkable quick time of twenty-four days from the time she leaves Victoria dock. If the company's boat succeeds in doing this, they will surely deserve much credit and also the praise of the passengers. Next year there will be so many boats on the Yukon that it will be a feature of transportation of which company can make the best connections with the river boat and land passengers ahead of competing lines.

The Portland and Alaska Trading and Transportation Company hope to make a record for themselves on the first trip and to place their company in the front rank for quick transit.

The load of passengers that will leave on the Bristol on the 23d inst. will be about as jolly a crowd as will have left Seattle. A gentleman and wife engaged passage yesterday afternoon, and intend taking a piano along as part of their fifteen hundred pounds allowed on their tickets. The instrument will be placed in the cabin and used for the amusement of the passengers. This, together with several Eastern people who are rather good singers and comedians, will tend to make up a merry crowd.

Secretary McGuire informed a representative of the Post-Intelligencer yesterday afternoon that "he thought

the Bristol would arrive off the mouth of the Yukon in ten or twelve days after leaving Victoria, which ought to bring her there about September 5. The Eugene, after receiving her freight and passengers, would proceed at once on her way to Dawson City. Being equipped with good machinery, she will no doubt make a quick trip and land her cargo and passengers in the heart of the gold fields long before any ice makes its appearance in the river."

There seems to be no abatement in the number of passengers seeking tickets by this route, and, no doubt, in a day or two all of the tickets will be taken, as the agent of the company states that under no consideration will they issue any more tickets than was first agreed on, and the books will be closed as soon as the last ticket of the allotted number is taken. This being the last boat by the Yukon, no doubt many will be disappointed in securing passage.

Filed Nov. 12, '97. A. C. Bowman,
U. S. Comr.

[Endorsed]: Filed Nov. 29, 1897,
In the U. S. District Court, R. M.
Hopkins, Clerk. A. N. Moore, Deputy.
[P. 1.—Aug. 21.]

Libelants' Exhibit "G."

THE BRISTOL NEXT.

Taking the Eugene With Her to St.
Michaels Ready for the Yukon.

There is apparently no abatement in the interest taken by prospective gold seekers in their efforts to reach the Klondike before winter sets in, judging from the business being transacted over the counter of Agent Gould, representing the Portland and Alaska Transportation and Trading Company.

Reservations on the Bristol were being rapidly taken up by those who had

secured accommodations, and indications at the close of business yesterday were that not a single berth would remain unsold, covering the complement of passengers the steamer Eugene can take care of on the Yukon.

There can scarcely be any doubt that those going on the Bristol are most fortunate in the opportunity presented of reaching the gold fields with a minimum of care and hardships. This company secured the Willamette river steamboat Eugene, a vessel of large carrying capacity, powerful and speedy engines, yet light draught, and capable of navigating the shallowest of waters. Capt. Lewis, a man of many years' experience in Alaskan waters and upon the Yukon, was secured to take command of her and place her in seagoing condition. A large amount of money has been expended in strengthening her to ride the waves of the Pacific, and many experienced deep water navigators having seen her, declare she will ride the water like a cork. The Eugene left Portland on Thursday under her own steam, but will be conveyed to Victoria by one of the Oregon Railway & Navigation Company's tugs, where she will await the arrival of Seattle passengers booked for the Bristol.

This powerful steel steamer will on Tuesday take the Eugene in tow, the latter continuing under her own steam, and speed her to St. Michaels. The Eugene had five ladies as passengers on leaving Portland, who desired having the experience of traveling on a stern wheel steamboat on the Pacific Ocean, probably the first instance of the kind in the world.

No passengers will be carried on the Eugene from Victoria, only the working crew of the steamer being aboard. Although the carrying capacity of the

Bristol is 600 persons, only 250 tickets will be sold for her, that being the capacity of the Eugene, and no freight will be taken other than the 1,500 pounds allowed to each passenger as his supplies. It will thus be manifest that there will be no delay at St. Michaels, the Eugene being brought alongside her convoy, freight and passengers transferred, and the speedy stern wheeler proceed on her long journey up the Yukon.

Leaving Victoria on Tuesday, August 24, the Bristol is to be crowded in her speed, with the view of reaching St. Michaels, as she undoubtedly will, by September 3 to 5. Transferring her passengers and freight to the Eugene direct, it will not be necessary for her to go further than the mouth of the Yukon, thus saving many miles and much time. While the Eugene is a fourteen-knot boat, she will not be steamed over ten, which will enable her to cover the 1,900 miles to Dawson City in eight days, or arriving there by September 13 to 15, or fully half a month before the usual date of close of navigation.

Telegrams are coming in from all over the country requesting space for passengers en route to Seattle, hoping to get into the Klondike before freezing up of the rivers. It looks as though many are to be disappointed, as the company will decline to book over the allotted number of 250.

It will not all be seriousness on board the Bristol on her voyage, as a gentleman and wife are taking with them their piano, which will be the second instrument of the kind taken into Dawson, and midst song and music will speedily pass the hours of her passengers.

From what a representative of this paper saw on a visit to the company's office yesterday, the passenger list of the Bristol will represent a particu-

larly well-to-do and intelligent people, all going thoroughly outfitted and equipped for a long stay in the Arctic region, the most of which have been purchased in Seattle. Secretary W. W. McGuire is here, looking after the interests of passengers personally, and no effort is to be spared upon the part of the officials of the company to push these boats through and successfully carry out this expedition, as next year the company will be prepared to operate on a very extensive scale from this city, one steamship having been already purchased, while its representatives are quietly building and chartering others, which will be operated conjointly between here and Dawson City.

Following is a list of passengers booked yesterday:

Thomas Rasmussen.
 Wm. Schwanbauer.
 C. Kramer.
 Charles Greene.
 J. O. Pooley.
 A. J. McMaster.
 L. C. Karrick.
 James Powell.
 Thomas Cooke.
 W. F. Hall.
 D. W. Semple.
 V. L. Rockwell.
 Rudolph Mercy.
 J. D. Hamlin.
 S. W. Baker.
 Gus Jacobi.
 J. T. Lenaghen.
 A. Jorgens.
 A. T. Mattison.
 C. H. Hall, Jr.
 Geo. C. Franklin.
 W. T. Prescell.
 E. B. French.
 Charles Ruff.
 H. Stevens.
 C. G. Copeland.
 C. C. Douglass.
 W. H. Stetson.
 H. C. Bramer.

Sam Hubbard.
 Dr. H. L. Carlis.
 O. T. Switzær.
 D. Burdon.
 James R. Hayden.
 H. H. Brewer.
 W. L. Mabry.
 A. D. McFarland.
 G. C. Van Ness.
 E. E. Adams.
 W. H. Hanson.
 James Main.
 Ed Stearns.
 J. W. Stingle.
 J. F. Kelly.
 Miss Annie Tantvest.
 Miss Cora Service.
 E. E. Koroh.
 J. T. Ferrine.
 E. T. Telfer.
 Grant Vaughn.
 Mrs. Grant Vaughn.
 W. Devine.
 Mrs. Martha Tantvest.
 Miss Bertha Hamilton.
 J. C. Hungerford.
 William Randall.
 Mrs. W. H. Stetson.
 A. L. Blaney.
 J. L. Spiegel.
 Thos. B. Armstrong.
 C. H. Moore.
 Geo. A. Johnson.
 A. C. Lohmann.
 W. H. Elton.
 William B. Nye.
 E. Eller.
 John Romche.

It is expected that the Portland and Victoria list of passengers will be received to-morrow.

D. W. Semple, of the Evening Telegram, of Portland, goes through to Dawson City, and will act as special correspondent of that paper, from whose pen the Telegram readers may expect to have some racy descriptions of life in the Arctic circle.

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Libelants' Exhibit "H."

[P. I. Aug. 22.]

THEY GO TO-MORROW.

The Bristol's Passengers for Dawson
City Direct.

From Pittsburgh, Cincinnati, St. Louis, and even from way down in Maine are passengers rushing toward Seattle as fast as hurrying railway trains can carry them, tapping the wires at various points and asking the officials of the Portland and Alaska Transportation and Trading Company if they can be provided with accommodations on their steamers Bristol and Eugene for the Klondike. It is now conceded by even the most inexperienced that the best and most feasible proposition of reaching the mines is that of the Eugene from the mouth of the river.

On arrival at the Yukon, with no boats to build, but one under her own steam ready to make the trip, presents features which must gladden the hearts of those booked by the Bristol, particularly when he is advised of the great number of people now lying at the passes which face the prospector in his journey overland. Many of the vacant berths on the Bristol were taken yesterday, and as the time of leaving approaches, the anxiety to get away simply increases in the ambition of those who would struggle with the thousands now finding their way into the country of gold, gold, gold.

The officials of the company yesterday received a telegram from General Manager McFarland, of the Portland and Alaska Transportation Company, that the Eugene had passed out over the Columbia bar safely on Friday afternoon, and when last seen with her

nose pointed to the north, was making rapid progress in her voyage to Victoria, where she will be taken in tow by the big ocean steamship Bristol.

Could the Eugene handle the freight offered to the Bristol for transportation to Dawson City, the latter vessel would carry an immense cargo, but it has to be declined, as only the amount of freight that the Eugene can carry will be taken.

Passengers for the Bristol's trip will leave Seattle to-morrow evening on the steamer City of Seattle, arriving in Victoria Tuesday morning, and thence direct to the mouth of the Yukon with the Eugene at her tow-bits.

Every indication points to a most successful termination of the first trip of this line in its transportation business, and there is not one of the complement of her passengers but what are absolutely confident that by September 15 they will be busy with whip-saw and ax putting up their cabins in Dawson City and there establish their winter quarters, with fully fifteen days to their credit before the close of navigation. If this is consummated it will place them in a most superior position for not only work during the winter, but the first prospecting in the spring of 1898.

An interesting statement was made yesterday by a passenger for the Bristol booked from Chicago, and a friend of P. B. Weare, of the North American Transportation and Trading Company, in which he said: "I was told by Mr. Weare to get to Seattle and take the first steamer for St. Michaels and the Yukon, as I would probably have until the middle of October to get up the river; that the rush in the spring would surpass the most vivid imagination, and that all the boats possible to be built between now and spring could not handle the business, and rates, instead of being lower, or even remaining as at present, would

more than likely be considerably higher."

Only a few more vacancies are afforded now by this line.

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[P. I. May 23.]

THE BRISTOL TONIGHT.

A Large, Well-Equipped Party will go from Seattle to Dawson City Direct.

Another large party of gold seekers will leave Seattle this evening on the City of Seattle for Victoria, there to take the big ocean-going steel steamer Bristol for St. Michaels and Dawson City.

The personnel of the Bristol's passengers is of an unusually high grade, and will have probably the best equipped lot of prospectors and those intending to go into business, commercial and otherwise, that ever left Seattle. They are mainly business men from various parts of the country, who have weighed well their chances of getting through to the mining fields before the freezing up of the river, and having done so, are convinced from the most authentic information obtainable that this is the most feasible plan, and affords almost a positive assurance that the Bristol's passengers will be engaged in whatever they may have decided to undertake, with lays to spare, before Dawson is closed to Yukon navigation.

It may be safely stated that as the various reports of more enormous finds are already coming in, prior to the return of the treasure ship Portland, not a single berth will remain untaken when the City of Seattle

pulls away from Yesler dock this evening.

Ticket Agent Gould was a busy man in the company's office on Pioneer square yesterday and added several more to the passenger list.

President H. S. McGuire, of the Portland and Alaska Transportation Co., arrived in this city last evening with a Post-Intelligencer man stated from Portland, and in an interview that everything was most favorable for the success of this first expedition of the company. That every report from Alaska showed a late spring, an exceedingly warm summer, melting an unusually large volume of snow, and indications pointed to a late fall. He is quite confident that the Eugene will surprise many people on her run to Dawson. The City of Seattle will leave from Yesler dock this evening at 9:30. The few remaining vacancies may be reserved to-day at the company's office, No. 619 First avenue.

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[P. I. Aug. 24.]

OFF FOR THE MINES.

A Big Crowd Left Last Night to go on the Bristol.

Yesler dock last night was the scene of another big outpouring of the people to see the crowd who had taken passage on the City of Seattle bound for Victoria, at which point they are to embark on the steamer Bristol for St. Michaels, having in tow the commodious stern-wheel steamboat Eugene, which takes her place on the Yukon river in the service of the Portland and Alaska Transportation Company.

It was with great satisfaction President H. P. McGuire, of the Portland

and Alaska Transportation and Trading Co., upon entering his office at an early hour yesterday morning, received a telegram from Capt. Lewis, dated at Port Angeles, saying: "Arrived here safely and on time—calculated last evening. Awaiting steamer Bristol." Capt. Lewis, who is to command the Eugene on the Yukon, is one of the oldest and most experienced navigators on the Pacific coast and in the waters of Alaska is probably one of the most efficient and capable pilots known to that section. On arrival on the Yukon Capt. Lewis will remain in the employ of the company and operate the Eugene on that river.

The United States survey steamer, Hassler is now the property of this company, and on completion of intended improvements to be made on her, will be placed in commission and operate between Seattle and St. Michaels, connecting them with the Eugene.

But to return to the scenes of last evening. It was an immense throng to be seen on the usual busy Yesler dock. The warehouse was piled high with the outfits of the adventurous prospectors, which the deckhands of the City of Seattle were hustling upon that boat.

Around the passengers were friends and their families, wishing them God-speed on their journey of nearly 5,000 miles. With such scenes Seattle is now familiar, and this was but one of almost daily occurrence. One thing might be said, however, that probably no lot of passengers ever left this city better or more thoroughly equipped in every particular for a stay in Alaska and to combat the rigorous climate of that section than those which left here last night to go on the Bristol. They were all men of fine physique, men of apparently good circumstances and intelligence, who were going north with the intention of abstracting from nature the gold

which all accounts show to be prolific in the icy region of the Arctic.

All day yesterday the offices of the company were besieged with late comers, taxing the ability of Agent Gould and his assistants to the utmost to serve all applying for accommodations. President H. B. McGuire and Secretary W. W. McGuire were, in terms of the world, busy as nailers consummating the forwarding of their steamers and plans for the future of the company. It is conceded that Seattle requires no commendation as to her hustling abilities, and if such is the case, these two gentlemen require making no apology in the same direction. In fact, it was quoted upon the streets yesterday that the Messrs. McGuire now identifying themselves with our city's interests, had set a pace which would add much to Seattle's progressiveness and welfare. A number of passengers who had decided to go in via Dyea or Skaguay, in fact were in possession of their tickets, sacrificed them at heavy discounts in order to reach Dawson City without the hardships of the pass or the overland route.

The weather indications as shown by the government charts show the most favorable probability for the Bristol with her tow, the Eugene.

Owing to the large amount of baggage and freight to be handled for her not be able to clear from Victoria for St. Michaels before Wednesday, so that those who were unable to get passengers, the Bristol will probably away on the City of Seattle last evening may leave here on this boat tonight and have ample time to connect with the Bristol on Wednesday morning.

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